

## **§ 169.689**

set must be independent of the auxiliary propulsion machinery. A generator that is not independent of the auxiliary propulsion plant must meet the requirements of §111.10-4(c) of this chapter. With any one generating set stopped, the remaining set(s) must provide the power necessary for each of the following:

(1) Normal at sea load plus starting of the largest vital system load that can be started automatically or started from a space remote from the main distribution panel (switchboard).

(2) All vital systems simultaneously with nonvital loads secured.

(c) The adequacy of ship service generators must be demonstrated to the satisfaction of the OCMI during the initial inspection required by §169.221 of this subchapter.

## **§ 169.689 Demand loads.**

Demand loads must meet §111.60-7 of this chapter except that smaller demand loads for motor feeders are acceptable if the cable is protected at or below its current-carrying capacity.

## **§ 169.690 Lighting branch circuits.**

Each lighting branch circuit must meet the requirements of §111.75-5 of this chapter, except that—

(a) Appliance loads, electric heater loads, and isolated small motor loads may be connected to a lighting distribution panelboard; and

(b) Branch circuits in excess of 30 amperes may be supplied from a lighting distribution panelboard.

## **§ 169.691 Navigation lights.**

Navigation light systems must meet the requirements of §111.75-17 of this chapter except the requirements of §111.75-17 (a) and (c).

## **§ 169.692 Remote stop stations.**

In lieu of the remote stopping systems required by subpart 111.103 of this chapter, remote stop stations must be provided as follows:

(a) A propulsion shutdown in the pilothouse for each propulsion unit,

(b) A bilge slop or dirty oil discharge shutdown at the deck discharge,

(c) A ventilation shutdown located outside the space ventilated, and

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(d) A shutdown from outside the engineroom for the fuel transfer pump, fuel oil service pump, or any other fuel oil pump.

## **§ 169.693 Engine order telegraph systems.**

An engine order telegraph system is not required.

## **Subpart 169.700—Vessel Control, Miscellaneous Systems, and Equipment**

### **§ 169.703 Cooking and heating.**

(a) Cooking and heating equipment must be suitable for marine use. Cooking installations must meet the requirements of ABYC Standard A-3, "Recommended Practices and Standards Covering Galley Stoves."

(b) The use of gasoline for cooking, heating or lighting is prohibited on all vessels.

(c) The use of liquefied petroleum gas (LPG) or compressed natural gas (CNG) is authorized for cooking purposes only.

(1) The design, installation and testing of each LPG system must meet either ABYC A-1 or Chapter 6 of NFPA 302.

(2) The design, installation, and testing of each CNG system must meet either Chapter 6 of NFPA 302 or ABYC A-22.

(3) The stowage of each cylinder must comply with the requirements for the stowage of cylinders of liquefied or non-liquefied gases used for heating, cooking, or lighting in part 147 of this chapter.

(4) If the fuel supply line enters an enclosed space on the vessel, a remote shutoff valve must be installed which can be operated from a position adjacent to the appliance. The valve must be a type that will fail closed, and it must be located between the regulator and the point where the fuel supply enters the enclosed portion of the vessel.

(5) If Chapter 6 of NFPA 302 is used as the standard, then the following additional requirements must also be met:

(i) LPG or CNG must be odorized in accordance with ABYC A-1.5.d or A-22.5.b, respectively.

(ii) Ovens must be equipped with a flame failure switch in accordance with